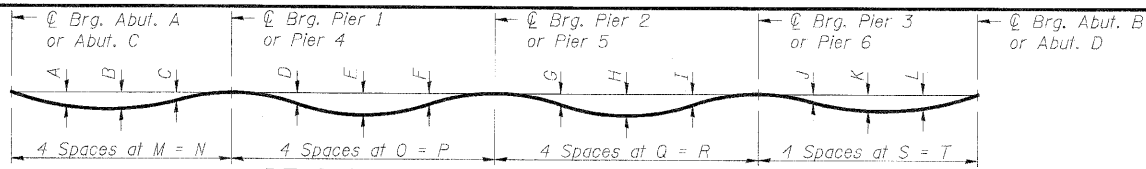
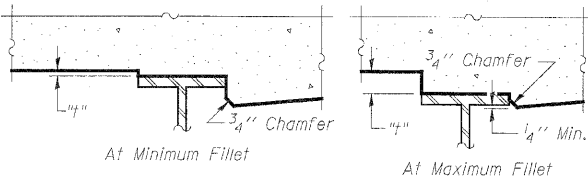


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DEAD LOAD DEFLECTION DIAGRAM**

Note:  
(Includes weight of concrete only.)  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on Sheets 6-10.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet 4. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on Sheets 6-10, minus slab thickness, equals the fillet heights "f" above top flange of beams.

**FILLET HEIGHTS**

**BEAM 1A**

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------|-----------|--------|------------------------------|----------------------------------------------------------------|
| Bk. Abut. A    | 263+10.42 | -21.96 | 591.86                       | 591.86                                                         |
| @ Brg. Abut. A | 263+12.67 | -21.96 | 591.86                       | 591.86                                                         |
| A              | 263+22.67 | -21.96 | 591.85                       | 591.86                                                         |
| B              | 263+32.67 | -21.96 | 591.84                       | 591.86                                                         |
| C              | 263+42.67 | -21.96 | 591.82                       | 591.85                                                         |
| D              | 263+52.67 | -21.96 | 591.81                       | 591.83                                                         |
| E              | 263+62.67 | -21.96 | 591.79                       | 591.80                                                         |
| @ Pier 1       | 263+71.92 | -21.96 | 591.78                       | 591.78                                                         |
| F              | 263+81.92 | -21.96 | 591.76                       | 591.76                                                         |
| G              | 263+91.92 | -21.96 | 591.73                       | 591.75                                                         |
| H              | 264+01.92 | -21.96 | 591.71                       | 591.74                                                         |
| I              | 264+11.92 | -21.96 | 591.68                       | 591.71                                                         |
| J              | 264+21.92 | -21.96 | 591.65                       | 591.68                                                         |
| K              | 264+31.92 | -21.96 | 591.62                       | 591.63                                                         |
| @ Pier 2       | 264+44.92 | -21.96 | 591.58                       | 591.58                                                         |
| L              | 264+54.92 | -21.96 | 591.55                       | 591.56                                                         |
| M              | 264+64.92 | -21.96 | 591.51                       | 591.53                                                         |
| N              | 264+74.92 | -21.96 | 591.47                       | 591.51                                                         |
| O              | 264+84.92 | -21.96 | 591.43                       | 591.47                                                         |
| P              | 264+94.92 | -21.96 | 591.39                       | 591.42                                                         |
| Q              | 265+04.92 | -21.96 | 591.35                       | 591.36                                                         |
| @ Pier 3       | 265+18.78 | -21.96 | 591.28                       | 591.28                                                         |
| R              | 265+28.78 | -21.96 | 591.23                       | 591.24                                                         |
| S              | 265+38.78 | -21.96 | 591.18                       | 591.20                                                         |
| T              | 265+48.78 | -21.96 | 591.13                       | 591.15                                                         |
| U              | 265+58.78 | -21.96 | 591.07                       | 591.10                                                         |
| V              | 265+68.78 | -21.96 | 591.02                       | 591.03                                                         |
| @ Brg. Abut. B | 265+77.17 | -21.96 | 590.97                       | 590.97                                                         |
| Bk. Abut. B    | 265+79.42 | -21.96 | 590.95                       | 590.95                                                         |

**BEAM 1**

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------|-----------|--------|------------------------------|----------------------------------------------------------------|
| Bk. Abut. A    | 263+13.84 | -16.04 | 591.98                       | 591.98                                                         |
| @ Brg. Abut. A | 263+16.09 | -16.04 | 591.98                       | 591.98                                                         |
| A              | 263+26.09 | -16.04 | 591.97                       | 591.99                                                         |
| B              | 263+36.09 | -16.04 | 591.96                       | 591.99                                                         |
| C              | 263+46.09 | -16.04 | 591.94                       | 591.98                                                         |
| D              | 263+56.09 | -16.04 | 591.93                       | 591.95                                                         |
| E              | 263+66.09 | -16.04 | 591.91                       | 591.92                                                         |
| @ Pier 1       | 263+75.34 | -16.04 | 591.89                       | 591.89                                                         |
| F              | 263+85.34 | -16.04 | 591.87                       | 591.88                                                         |
| G              | 263+95.34 | -16.04 | 591.85                       | 591.87                                                         |
| H              | 264+05.34 | -16.04 | 591.82                       | 591.86                                                         |
| I              | 264+15.34 | -16.04 | 591.80                       | 591.84                                                         |
| J              | 264+25.34 | -16.04 | 591.77                       | 591.80                                                         |
| K              | 264+35.34 | -16.04 | 591.74                       | 591.75                                                         |
| @ Pier 2       | 264+48.34 | -16.04 | 591.69                       | 591.69                                                         |
| L              | 264+58.34 | -16.04 | 591.66                       | 591.67                                                         |
| M              | 264+68.34 | -16.04 | 591.62                       | 591.65                                                         |
| N              | 264+78.34 | -16.04 | 591.58                       | 591.62                                                         |
| O              | 264+88.34 | -16.04 | 591.54                       | 591.58                                                         |
| P              | 264+98.34 | -16.04 | 591.50                       | 591.53                                                         |
| Q              | 265+08.34 | -16.04 | 591.45                       | 591.47                                                         |
| @ Pier 3       | 265+21.34 | 16.04  | 591.39                       | 591.39                                                         |
| R              | 265+31.34 | -16.04 | 591.34                       | 591.35                                                         |
| S              | 265+41.34 | -16.04 | 591.29                       | 591.32                                                         |
| T              | 265+51.34 | -16.04 | 591.24                       | 591.27                                                         |
| U              | 265+61.34 | -16.04 | 591.18                       | 591.22                                                         |
| V              | 265+71.34 | -16.04 | 591.13                       | 591.15                                                         |
| @ Brg. Abut. B | 265+80.59 | -16.04 | 591.07                       | 591.07                                                         |
| Bk. Abut. B    | 265+82.84 | -16.04 | 591.06                       | 591.06                                                         |

**BEAM 2**

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------------|-----------|--------|------------------------------|----------------------------------------------------------------|
| Bk. Abut. A    | 263+17.54 | -9.63  | 592.10                       | 592.10                                                         |
| @ Brg. Abut. A | 263+19.79 | -9.63  | 592.09                       | 592.09                                                         |
| A              | 263+29.79 | -9.63  | 592.08                       | 592.11                                                         |
| B              | 263+39.79 | -9.63  | 592.07                       | 592.11                                                         |
| C              | 263+49.79 | -9.63  | 592.06                       | 592.09                                                         |
| D              | 263+59.79 | -9.63  | 592.04                       | 592.07                                                         |
| E              | 263+69.79 | -9.63  | 592.02                       | 592.03                                                         |
| @ Pier 1       | 263+79.04 | -9.63  | 592.01                       | 592.01                                                         |
| F              | 263+89.04 | -9.63  | 591.98                       | 591.99                                                         |
| G              | 263+99.04 | -9.63  | 591.96                       | 591.99                                                         |
| H              | 264+09.04 | -9.63  | 591.93                       | 591.97                                                         |
| I              | 264+19.04 | -9.63  | 591.91                       | 591.95                                                         |
| J              | 264+29.04 | -9.63  | 591.88                       | 591.91                                                         |
| K              | 264+39.04 | -9.63  | 591.85                       | 591.86                                                         |
| @ Pier 2       | 264+52.04 | -9.63  | 591.80                       | 591.80                                                         |
| L              | 264+62.04 | -9.63  | 591.77                       | 591.77                                                         |
| M              | 264+72.04 | -9.63  | 591.73                       | 591.75                                                         |
| N              | 264+82.04 | -9.63  | 591.69                       | 591.73                                                         |
| O              | 264+92.04 | -9.63  | 591.65                       | 591.69                                                         |
| P              | 265+02.04 | -9.63  | 591.60                       | 591.63                                                         |
| Q              | 265+12.04 | -9.63  | 591.56                       | 591.57                                                         |
| @ Pier 3       | 265+25.04 | -9.63  | 591.49                       | 591.49                                                         |
| R              | 265+35.04 | -9.63  | 591.44                       | 591.45                                                         |
| S              | 265+45.04 | -9.63  | 591.39                       | 591.42                                                         |
| T              | 265+55.04 | -9.63  | 591.34                       | 591.37                                                         |
| U              | 265+65.04 | -9.63  | 591.28                       | 591.32                                                         |
| V              | 265+75.04 | -9.63  | 591.22                       | 591.25                                                         |
| @ Brg. Abut. B | 265+84.29 | -9.63  | 591.17                       | 591.17                                                         |
| Bk. Abut. B    | 265+86.54 | -9.63  | 591.16                       | 591.16                                                         |

**W.B. ROADWAY - TOP OF SLAB ELEVATIONS**

**STRUCTURE NO. 081-0024 (W.B.)**

**STRUCTURE NO. 081-0025 (E.B.)**

|              |
|--------------|
| DESIGNED LAN |
| CHECKED LC   |
| DRAWN LAN    |
| CHECKED LC   |

Note:  
Offset is measured from @ W.B. Roadway & P.G.L.  
Negative number indicates distance left of @. Positive number indicates distance right of @.



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| SHEET NO.                                     | F.A.I. RTE. | SECTION     | COUNTY      | TOTAL SHEETS | SHEET NO. |
|-----------------------------------------------|-------------|-------------|-------------|--------------|-----------|
| 77 SHEETS                                     | 280         | 81-1(VB-1)R | ROCK ISLAND | 503          | 341       |
| CONTRACT NO. 64815                            |             |             |             |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |             |             |             |              |           |